

THE CHARLEROI MAIL

VOL. XIV. NO. 60

CHARLEROI, WASHINGTON CO., PA., MONDAY, SEPTEMBER 22, 1913

ONE CENT

FIGHT PLANNED FOR BETTER WAGE SCALE

**Suffrage Association to
Take Up Battle For
Telephone Girls**

LABOR MEN WILL HELP

**State Federation to Assist--
Claimed New Law Will
Affect Operators**

It is altogether probable that the Pennsylvania Suffrage Association will take up conjunctively with the State Federation of Labor a fight for better wages for telephone girls over the state, when the new law is put into effect governing the employment of women in the state. It is understood, according to a Monongahela valley labor organizer that a fight will center on the Bell Telephone company. This company will probably reduce the hours of labor for the girls and still pay the same wage scale they are paying now.

Under the new law women or girls will not be permitted to work at night. The argument of the Pennsylvania Suffrage Association and the Federation of Labor will be that telephone girls have been working on an average of 70 hours per week in many places at a pay of from 7 to 12 cents an hour and that with the reduction to 54 hours a week, the pay will be the same per hour.

If the argument of the two organizations is correct, the plan of the company will cut down the earnings of the girls from \$1.90 and \$8.10, a week to \$3.28 and \$6.48 a week. That is, the 7 cents an hour girls will receive under the new arrangement will be \$3.28 a week, while the 12 cent an hour girls will receive \$6.48 a week. In reality it is asserted a telephone central operator is an expert in her vocation, and her earning power should be greater for the reason.

WRECKED BOAT IS HINDRANCE TO NAVIGATION

Much apprehension is being caused among rivermen because of the wreck of the Morning Star, which is still lying sunken at the Monongahela wharf. It will be remembered this boat was destroyed by fire some weeks ago and immediately after the accident the owner John F. Klein turned the wreck over to the marine underwriters and they have taken no steps to remove it. The boat is lying at the head of a large fleet of empty coal barges owned by the Pittsburgh coal company and should there be a rise, the boat would float off its present resting place and drift in among these coal boats with the result that much trouble would be experienced in holding the fleet. The city officials are contemplating appealing to the United States authorities to force the underwriters to remove the dangerous obstacle.

Six Reels at the Palace tonight.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-63 Sept. 25.

Methodists to Banquet

**Festivities to be Held Tonight
by Officers and Teachers
of Sunday School**

Tonight a banquet of officers and teachers of the Methodist Episcopal Sunday school will be held in the Sunday school room of the church at the second day's feature of only week Sunday the rally week was inaugurated with the regular Sunday services. Rev. R. B. Mansell, D.D., of Belle Vernon is to preach on Tuesday evening, and on Wednesday evening, Rev. J. H. Miller, D. D., district superintendent will be present and the fourth quarterly conference will be held. Rev. Arthur Staples, D. D., of McKeesport will preach Thursday night and Rev. W. W. Hall, D. D., of Braddock, will preach on Friday.

HARVEY IS SENTENCED

**Man Accused of Break-
ing Into Store Gets
Ninety Days**

GOES TO WORKHOUSE

Ninety days at labor in the workhouse is the sentence that was imposed on H. E. Harvey Saturday evening by Justice of the Peace Joseph Wheeler, when the man was arraigned before him charged with having entered the McCrory 5 and 10 cent store Thursday night.

Harvey was arrested a short time after the robbery as a suspicious character and when the robbery became known he was associated with the crime through a finger print system.

At the hearing before the justice Harvey admitted all the facts of the affair and stated that a stranger with whom he associated in a Pittsburgh employment bureau was the cause of his trouble. This man, he claims, furnished the money to come to Charleroi and planned the affair. Then after the burglary did not prove profitable he deserted Harvey and left him to be captured by the police. He was immediately taken to Clairmont to enter upon his sentence.

Deed Recorded.

July 26, 1913—Bertha Sarver, et con., McDonald, to Emil Gerard, et ux., North Charleroi, parcel of land in North Charleroi, on Conrad avenue; 30x110 feet; consideration \$175.

Dawson's Millinery opening on Thursday Sept. 25 58-63

Six Reels at the Palace tonight.

Dawson's.

Millinery opening on Thursday, 58-63 Sept. 25.

JOSEPH BAMFORD DIES AT AGE OF 75

Joseph Bamford, aged 75 years, died at his home at Grandview, Carroll township at 3:15 o'clock Sunday afternoon. Mr. Bamford was born in Middleton, Manchester, England, March 5, 1839, and came to America in 1863. For years he worked as a coal miner. Later he entered the meat business. After adverbs due to economic conditions, he was forced to abandon this business and he became a drover. While thus engaged he became widely known throughout Western Pennsylvania.

Afterward Mr. Bamford entered the poultry business and imported some of the finest breeds of poultry into America and was one of the largest exhibitors of fancy poultry in the country. In 1871, Mr. Bamford purchased a farm fronting on the Monongahela river. In later years this became known as Bamford station. Mr. Bamford became a gardener after the purchase of his farm and was very successful.

In 1866 he married Hannah M. Rudge. Eleven children were born. He is survived by his widow and nine children: 22 grand children and one great grandchild. His children are: Mrs. George E. Hartman, of Grandview; Joseph, of Monongahela; James, of Rostraver township; Mrs. S. W. Ross, of Los Angeles, formerly of Charleroi; Mark, of Carroll; William, of Alfred; and Monahan and Mrs. Fied Hestep, of Denora.

Funeral services will be held from the family home at Grandview at 2 o'clock Tuesday, Sept. 23. Interment will be in Honesdale cemetery.

MISMALED COUPLES SEPARATED BY COURT

That the domestic lives of all married couples in Washington county is not all a path of roses is evidenced by the fact that on Saturday Judge Taylor handed down decrees in divorce in seven cases that had been heard last week. There are still thirty divorce cases with the court for disposal. Among the couple granted final separation are the following:

Hattie Johnston, Smith township, from David Johnston, cruel and barbarous treatment; Laura Walton, Monongahela, from Jacob Walton, cruel and barbarous treatment; Selo Levy, Donora, from Jessie Greitz Levy, desertion; Ida E. Packer, Charleroi, from John T. Packer, desertion and non-support and cruel and barbarous treatment; Thomas Sautfield, Monongahela, from Ella Whitel Sautfield, cruel and barbarous treatment; Joseph W. Killius, Monongahela, from Emily Evans Killius, desertion; May Estelle Volton, Washington, from Dr. Otis A. Volton, desertion and non-support.

SERIES OF SERMONS FOR YOUNG WOMEN

Rev. C. P. Bastian, pastor of Christ Lutheran church has announced a series of sermons that he will preach this month. They will be known as the "young ladies' series." His first sermon of the series was preached on Sunday night, when he spoke on the subject, "A Young Woman's Resolution." Other services are announced as follows: September 28, "The Heroine of God's Love Story;" October 5, "The Royal Queen;" October 12, "The Excellent Young Woman."

To Attend Conference.

Charles S. Crall of Monongahela has been appointed a director of the National Orphans home of the Jr. O. U. A. M., located at Tiffin, Ohio, and leaves tonight to attend a meeting of that board, which will decide on the erection of two additional dormitories at the school to cost \$15,000 each.

Monongahela Horse Wins.

At the Beaver county fair on Saturday, Kenneth Mac, owned and driven by George W. McFeeley of Monongahela took the 2:24 trot in three straight heats. The time was 2:24 1-4. The purse was \$250.

Dawson's Millinery opening on Thursday, Sept. 25. 58-63

MINE RESCUE CREWS AT PITTSBURG TODAY

The mine rescue first aid team of the Marianna mines went to Pittsburgh today to compete in the first aid contest which is being held at the Arsenal Training station under the auspices of the Bureau of Mines of the American Mine Safety Association. There are 40 teams entered in the contest from all parts of the country and many wonderful exhibitions of rescue and first aid treatment are expected.

Secretary of Labor William B. Wilson is in attendance at the affair and this morning addressed the American Mine Safety Association which is in convention in Pittsburgh. On Tuesday an explosion of coal dust will be made at the experimental mine at Brunston for the benefit of the delegates.

THURSDAY BERT'S DAY, SAYS EVERS; FANS ARE GOING

Bert Humphries will pitch for Chicago against the Pittsburgh Pirates on Thursday at Pittsburgh. This word from Johnny Evers to California fans this morning led them to charter a special car to leave Roscoe on Thursday morning for Pittsburgh that they may attend the game. California enthusiasts with Charleroi and other Monongahela valley enthusiasts will give Bert a big send off on what will probably prove his last appearance on the mound at Pittsburgh Thursday.

OLD FOLKS SERVICE AT LOCAL CHURCH

Rev. John R. Burron, pastor of the Washington Avenue Presbyterian church conducted the second annual observance of "Old Folk Day" at the Washington Avenue Presbyterian church Sunday, and preached a sermon on "The Journey of a Pilgrim." A section of seats was reserved for the aged persons able to attend. The church was decorated for the occasion, pictures and flowers being used. All the "old folk" present were presented with bouquets. Special music was rendered.

Now on sale street and ready to wear hats at Dawson's. 58-63

MOTHER'S PENSION LAW THE LATEST QUESTIONED

River Docks Are Working

Prospects Bright at Monongahela--Other Docks Are Closed Down

Docks Nos. 12 and 13 of the Pittsburgh Coal company are in full operation at this time and the outlook for a full force and extreme cold weather half the activities. Many new coal boats are being built and many old ones rebuilt and repaired. Though practically all the docks of the company along the river are shut down, Monongahela will continue as long as possible. The advantage of having the large planing mill in connection makes the Monongahela docks better equipped than any of the others and hence the major part of the work is done there. The dock hands make good wages and are enjoying a season prosperity.

MONESSEN PUZZLED

**Has Too Many Pupils
For School Rooms
Possessed**

LET'S BIG CONTRACT

While Charleroi is making temporary arrangements to accommodate new school pupils enrolled this year in the school, Monessen is engaged in the same work. With an enrollment of 2,300 Monessen is facing the same sort of a situation that Charleroi, with an enrollment of close to 2,100 is facing.

The Monessen school enrollment is higher than it ever was before at the beginning of the school year. In 1912 the term began with an enrollment of 2,102.

During the last week the school board of Monessen awarded the contract for the erection of a new school building that when completed will cost about \$100,000. It is not expected that this structure will be finished before the beginning of the new term if then. In the meantime the basement of the Third ward building will be fitted up with two rooms. Miss Edna Shindley of Dubois and Miss Lorena Williams of Uniontown, have been elected teachers of these two rooms.

Maccabee Social.
The Ladies of the Maccabees will hold a social on Tuesday evening, September 23, at the home of Mrs. Bessie Rigby, 733 McKean avenue. Everybody welcome. Come and get your fortune told. 60-62p

Six Reels at the Palace tonight.

Now on sale, street and ready to wear hats at Dawson's. 58-63

Now on sale street and ready to wear hats at Dawson's. 58-63

**Auditor General Powell
Seeks Opinion on Con-
stitutionality**

MOTHERS FILE PLEAS

**Applications Being Received
by Co. ty Commissioners
in Many Counties**

That the proposed bill of the Mother's Pension law, passed by the last Legislature may be deprived of the benefits of the law through inconspicuous technicalities, seems altogether probable. A question of constitutionality has been raised in the mind of Auditor General A. W. Powell and he applied to Attorney General Bell for an opinion on the question. The attorney general stated that some of the language in the bill was ambiguous, but his department can do little on the matter. He recommends a test case in court to ascertain the validity of the measure. Auditor General Powell will not take any action on the matter until one of the counties of the state make application for their share of the fund to be paid to them according to the provisions. The final decision on this matter is awaited anxiously throughout the state.

Hundreds of applications have been made for aid under the provisions of the Mother's Pension act, passed during the last Legislature, by dependent mothers with suffering children living throughout various counties. Such applications have been filed by county commissioners pending the appointment of county commissions by Gov. John K. Tower to investigate the cases of needy mothers.

The commission as provided by the act, will consist of not less than five, and not more than seven women, who will devote their time, without compensation, to the investigation of and provision for mothers who need assistance.

There has been delay in the appointment of commissions, it is stated because of the indecision over the constitutionality of the bill.

FOR SALE

No. One--8 room house, modern and up-to-date in every respect. Located on Lincoln avenue between Third and Fourth streets. Location is fine and price is right.

No Two--3 room house on Meadow avenue, near Fourth street.

Do not hesitate but come in and see us, for bargains are not on the market long.

Both Phones
I. R. BLYTHE & SON, Mfg Bld'g.

FOR SALE

At a bargain, one lot on McKean avenue between Fifth and Sixth streets. Come in and give us an offer. The chances are you will get it at your own price. I. R. Blythe, Mfg Building, both phones. 6012

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-63

J. K. Tener, Pres. S. A. Walton, Vice Pres. R. H. Rush, Cashier.

THE ZONE OF SUCCESS



is broad enough to include all who determine to be thrifty and prosperous.

Concentrate your efforts on saving.

Start an account with us.

Open Saturday Evenings from 8:00 Until 9 o'clock
4 Per cent. Interest Paid on Savings Accounts
Depository for the State of Pennsylvania.

Great Book for 50c
Winning of Barbara Worth
BY HAROLD BELL WRIGHT
Might's Book Store



A Silver Service

To those selecting a Silver Service distinctively out of the ordinary that is rich in appearance, superb in design and entirely different to the common and trite, this establishment offers a display of Gold and Plated Ware that represents the highest achievements in the silversmith's art shown here will prove a revelation to those with exacting discriminating tastes. Reasonable prices.

John B. Schafer
Manufacturing Jeweler
515 McKean Ave.

Both Phones

The Charleroi Mail

A Republican Newspaper

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leroi, Pa., as second class matter.

CONSERVATISM ENCOURAGED.

"A long-range view seems again to suggest encouragement for caution and conservation," says Henry Clews, the New York banker and observer, in discussing crops and financial conditions over the country. "While we have not had a crop calamity, the developments in the agricultural sections since the first of August have not been favorable. It has been necessary to quite severely revise earlier estimates of harvest prospects. This unfortunately has proven especially true in respect to our two most important crops, namely, cotton and corn, which have for years been running a stubborn race for the honor of premier position as a producer of new wealth.

"Winter wheat and, in fact, the total wheat crop, has, it is true, set a new standard, and it is probable that final returns will as usual show that the Government's experts have erred on the side of conservatism in their forecast of cotton and corn. Nevertheless, it is not advisable to gloss over the fact that severe damage has taken place and that there will necessarily be a restriction of railroad tonnage in the drouth-stricken regions from the volume that was expected a month or so ago.

"On the other hand, railroad tonnage will undoubtedly receive a distinct impetus from the return to normal in the business world resulting from the more settled conditions to follow the final enactment of the new tariff, which is now closely in view. There has for a year or more been a gradual curtailment of manufacturing and if distribution of merchandise awaiting the new conditions that will attend the entrance of foreign merchandise at lower rates of duty.

"Our bonded warehouses are filled with importations that will be withdrawn for consumption as soon as the new custom rates become operative. General business of a domestic character, too, will attempt to adjust itself to the new conditions. It is yet to be demonstrated how satisfactorily our industries will be able to make such an adjustment. But for the moment this larger question is not specifically involved, as there will be active encouragement in all directions for an honest attempt to return to a normal volume of distribution.

"The restriction of general mercantile and industrial activities has been so protracted that the ordinary channels of wholesale distribution are without adequate supplies of merchandise on hand, shelves of retailers are not filled with their normal volume of stocks, and there has naturally been some disposition among consumers, also to hold back from purchases with the view of obtaining better results.

"Reaction from these influences suggests a period of mercantile enthusiasm that may or may not prove to be fairly permanent. For the moment, however, it should have a stimulating influence on the traffic statements of our great transportation systems, since the improved volume of traffic will consist very largely of the higher classes of freight which pay correspondingly high rates."

Announcement.

The Ladies Aid of the Christ Lutheran church will hold a fancy work bazaar in the church, corner Sixth street and Washington avenue, December 4, 5, 6.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13

Why is the soda cracker today such a universal food?

People ate soda crackers in the old days, it is true—but they bought them from a barrel or box and took them home in a paper bag, their crispness and flavor all gone.

Unedea Biscuit—soda crackers better than any ever made before—made in the greatest bakeries in the world—baked to perfection—packed to perfection—kept to perfection until you take them, oven-fresh and crisp, from their protecting package. Five cents.

NATIONAL BISCUIT COMPANY

Cheapness Due to Robbery.

A curious bid to bargain hunters is found in an advertisement of one of the great department stores of New York city: "It is often possible to give better values in Kurdistan than in any other rug," says the announcement, after speaking of the Kurds as a "robber tribe." "Inasmuch as the Kurds steal from the semi-wild herds of sheep a large proportion of the wool that goes to these rugs."

Try Laughing at Yourself.

In Woman's Home Companion in the course of a talk to girls about friendship with boys, appears the following wise observation: "It is not a bad idea at all to laugh at one's own failures. It indicates at least that you have imagination; that you can imagine how funny other people must think something that you have done."

Women Avoid Society.

They are reluctant to make the least effort when suffering from dizziness, headache, nervousness, the blues, that bearing down pain or a displacement. Yet they would like to be well. Why continue to suffer when thousands of American women are living testimonials for what Lydia E. Pinkham's Vegetable Compound has accomplished in overcoming all such troubles and restoring glorious health?

Ladies earn \$2.25 dozen making plain neckwear. Home business. Experience unnecessary. Mail dime for pattern, instructions. Needlecraft, 227 Altoona, Pa. 60-11

NORTH CHARLEROI

Miss Eva Moss of Elizabeth visited relatives here Friday.

Mrs. J. D. Woods visited her daughter Mrs. Davis Woodward, who is in the Allegheny General Hospital.

Church services were held in the North Charleroi borough hall Sunday conducted by Rev. F. A. Richards of the Methodist Episcopal church.

Mr. and Mrs. Charles Souerwein returned home Sunday to South West after visiting at the home of their daughter, Mrs. Charles Portney.

Frank Phillips was a recent caller at Belle Vernon.

Mrs. Clyde Bradley and baby were callers at Donora Friday.

PICKED UP IN PASSING

On the question of race suicide and the possible consequences someone has figured out the following:

"Two fifths of the women of this country of the marriageable age are unmarried. Two fifths of the men of this country of the marriageable age are unmarried. The birth rate is decreasing in the United States at the rate of 21 per cent. If things keep on as they are going, if the capacity for motherhood continues to diminish as rapidly as at present, the last child will be born before 1912, and in the year 2517 there will be no babies to 'love' and 'grieve' since the youngest child will be 5 years old. Also a neuter type, consisting of women set apart to do the world's work outside the home, will be evolved."

The following has been handed in for the "Picked up in Passing" column:

Fall Follies

When that fifty million issue
Of road bonds is assured.
When there's telephone improvement
Over what we have endured,
When Harry Thaw is settled
To Jerome's sweet satisfaction,
When Sulzer is disposed of
By New York state's reaction,
When Mexico is good again
And Huerta is no more,
When politics are settled
As they never were before,
When Eva Parkhurst has set sail
And Prince Monaco has gone home
And Secretary Bryan gets through
Lecturing on Ancient Rome,
When Tammany is defeated
'Twill be an awful fall
And the Pittsburgh Pirates realize
'They never could play ball
When springtime finally comes again
We'll bask in the warm sun rays
And we refuse to be content till then
'Cause them's the happy days.

ELECTRIC SPARKS

A space writer is a person who does not take up much room, although that is his life's ambition.

Ex-President Taft has been losing flesh. Most professors acquire that habit after awhile.

About the only thing that has not been done in the Thaw case, so far as it is possible to learn, is to connect up Washington county with the affair.

Di-versified Experiences.

Dickory, dickory dock,
My sister has a new dress,
It fits so tight
Try as she will.
She can't get on a street car.

All we need at the Panama Canal is the Rock of Gibraltar.

No one who has ever used it has anything but praise for

Hay's Hair Health

It restores natural color to gray hair but is not a dye. It eradicates dandruff and prevents falling hair. Use one bottle—if not satisfied, your dealer will refund price. 50c and \$1 at all druggists. For sample bottle send 10c and name to: Patho-Hay Specialists (Co., Newark, N. J.)

W. F. Henning's, Charleroi, Pa.

Flunked!

Flunked

Under certain circumstances there is some pleasure in breaking things up but there is never any satisfaction in breaking shoes in. With WALK-OVER shoes there's no breaking in, no breaking out and no breaking down, consequently no breaking things up.

\$3.50 - \$4.00 - \$4.50 - \$5.00

Claybaugh & Milliken

419 McKean Ave.
Charleroi, Pa.

TO AUTOMOBILE OWNERS

The Eureka Machine Shop and Garage at Monongahela, has installed the latest machinery for removing carbon from the cylinders of motor cars. The work is done by an oxygen process and where it formerly required several days to do the work it can now be done

WHILE YOU WAIT

Only a half hour is required for the work. Prices cheerfully quoted at all times.

Machinery Work of all Kinds a Specialty

EUREKA MACHINE SHOP AND GARAGE

W. M. LANDEFELD, Prop.
Belle Phone 312-J Monongahela

CHICHESTER'S PILLS

THE DIAMOND BRAND.
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold wrapper. Take one or two. Buy of your Druggist. Ask for CHICHESTER'S PILLS. Sold by DRUGGISTS EVERYWHERE.

German-American Doctors, 366 Donner Avenue, Monessen.

READ THE MAIL

The Newness of Our Styles
---the beauty of our models---the extra value of our garments, please every woman who comes to this store, shopping



You will find it time well spent to come here and inspect the many beautiful suits, coats and dresses we are showing.

Every garment has some special feature that distinguishes it from every other one.

In fact, you will find the most clever interpretations of the new season's styles grouped in a pleasing array at this store.

The values at each price will be sure to please you.

See Our Coats and Suits at
\$8.50, \$10.50, \$12.65

COLLINS

THE BIG STORE
517-19-21 Fallowfield Ave., Charleroi, Pa.

A. J. PANCOCK

Piano Tuning and Repairing
Call 115-L on Bell Phone, or at Woodward's Store, Charleroi, Pa.

Electric Signs Artistic Show Cards
S. B. McCORRY SIGNS
813 Washington Ave., Charleroi
Bell Phone
Advertising Signs Fine Glass Signs

VOICE CULTURE

MRS. FLORA M. S. KING
of Pittsburg, E. E.
Breath Control, Breadth, Volume, Resonance, through Body Control. Diction and Style. Pupils prepared for Church and Concert.

WANTED TO BUY MILK

Any dairyman or farmer having milk to sell can find a buyer at T. Campana Milk Depot, 373 Schoonmaker avenue, Monessen, Pa. Call Bell Phone 227-R. O-9p

EVER READ ONE OF THOSE FUNNY CIRCULARS?

Full of errors and misprints? Cheap printing! We don't turn out that kind. Ours are well printed and reasonable in cost.

Letterheads, Billheads, Envelopes Too.

Stop That Leakage

Benjamin Franklin says, "Beware of little expense; a small leak will sink a ship." If you will stop the all-dangerous leakage in your household transactions (the nickels and dimes that go for useless luxuries) and start a savings account with this bank, you'll soon find your domestic ship on the high sea of prosperity.

I only requires a dollar to get started in the right way - and then by adding a small portion of your salary each pay day, you will be surprised at the results.

BANK OF CHARLEROI

Charleroi, Pa.

The best place to buy bread, pies and cakes of all kinds is at

CALISTR'S

Dealers in Ice Cream

T. U. Kinder

Cut Flowers

and Designs
Bell Phone 194-R 3

MRS. NEALER

506 Fallowfield Avenue
Manicuring, Shampooing, Hair Dressing and Weaving, Face and Scalp Massaging, Chiropody

MISS BRADEN

PROFESSIONAL NURSE
401 Crest Ave., Charleroi, Pa.
Charleroi Phone 253-C.

FAVORS BONDS FOR GOOD ROADS

Judge Elkin's Address Before
Good Roads Convention

ADVOCATES "DOING IT NOW"

Has Been a Consistent Advocate of
Road Improvement for Twenty-
Eight Years, and Deprecates Further
Delay — Urges Support of the
Amendment.

Harrisburg, Sept. 4.—The address
of Hon. John P. Elkin, of Indiana,
was the feature of the Good Roads
convention held in the hall of rep-
resentatives today. Judge Elkin's re-
marks were frequently applauded. He
said:

I address you on the question of
good roads with the settled convic-
tions of an old believer, rather than
in the enthusiasm of a new convert.
My interest in the agitation for an
improved system of highways began
with my first legislative experience in
the session of 1885, and has con-
tinued unabated during all the inter-
vening years from that time to the
present. At first the movement made
slow progress and the outlook was
not encouraging. It is not an easy
task to break down the barriers of
prejudice, nor to uproot a system of
road making and maintenance, al-
though primitive, antiquated and
hopelessly inadequate, which has be-
hind it the common practices of the
people for a century. The agitation
was continued during the session of
1887 without any substantial results,
but the leaven was working, so that
the legislature in 1889 was flooded
with bills having for their purpose
the improvement of public roads. The
movement had then assumed formi-
dable proportions and it was neces-
sary to do something to meet this de-
mand of the people. Unfortunately
for the success of the movement at
that time, that was done which is
so frequently done under like cir-
cumstances, the legislature provided
for the appointment of a Commission
with power to visit all parts of the
state, take testimony, gather informa-
tion and report two years later. All
pending bills were referred to this
Commission, which performed its
mission by visiting many parts of the
state, made a report negative and
indefinite in character and the whole
subject was then dropped for several
years. Then years elapsed after the
report of that Commission before the
agitation for good roads got under
way again. I mention this to impress
upon you the importance of acting
now, when you have the opportunity
of striking a forceful blow for good
roads, and not to put it off to a more
convenient season. If we had acted
promptly in 1889, as we should have
done, we would now be enjoying the
benefits of a completed system of
highways. We have the opportunity
of doing now what we failed to do
then. Shall we do it, or shall we
wait ten, fifteen or twenty years
longer? No one has given a single
valid reason why there should be fur-
ther delay. We have lost valuable
time. On the question of good roads
we slept at the switch for a hundred
years. Recently there has been an
awakening and the outlook for the
future is full of promise. During the
past ten years the foundation has
been laid upon which to build a great
system of public highways, and the
last five years have witnessed enor-
mous advances toward the accom-
plishment of the desired result. Let
there be no step backward now. We
must not falter when victory is in
sight. To hesitate is to show weak-
ness, and to fail to embrace the op-
portunity of placing Pennsylvania in
the front of the forward movement
for good roads would be a reproach
to our people.

This is not a political question in
any partisan sense. It matters not
whether you are Republicans, Progress-
ives, Democrats, Prohibitionists, or
what your party affiliations may be,
so far as the question of good roads
is concerned. The citizens of the
commonwealth are entitled to good
roads without regard to their politi-
cal faith. This is a movement in the
interest of the masses of the people
and should be so regarded. My un-
derstanding is that your associations
are organized upon a non-partisan
basis and include members of all po-
litical parties. This is as it should
be. I consented to address the meet-
ing because of my interest in the
good roads movement when assured
that your associations were acting in
the interest of all classes of citizens,
and were not engaged in a political
campaign. It is refreshing in this
era of acute political turmoil to have
an issue which appeals to the best
judgment of all the people without
regard to party lines. The question
of good roads presents such an issue
and I commend your associations in
presenting the question to the people
on a non-partisan basis.

Why We Should Vote for the Loan.
If one were to ask any man or
woman in the state, or any intelligent
child, whether he or she favored
good roads, there would be but one
answer and that in the affirmative.
It would be a stupid person indeed
who would be willing to go on record
as being opposed to good roads.
Everybody wants good roads, and
everybody says so, even those who
oppose the loan. How are we going
to get good roads? We know by the
experience of centuries that Nature
does not provide them. The Creator
of the Universe did provide an
inexhaustible supply of materials
with which to make roads, but it
costs money to transport the ma-
terials and fashion them into an
enduring roadway. The practical
question is, Where is the common-
wealth to get the money with which
to construct and maintain the great
system of public highways which has
been charged upon her by recent leg-
islation. The money must come
either out of current revenues, or
from loans. There are no other avail-
able sources from which to raise the
funds necessary to do this work. It

is apparent to every one familiar with
the subject that our current revenues
are not sufficient to meet pressing
requirements in other directions, and
in addition thereto, build and main-
tain eight or ten thousand miles of
public highways. It is idle to say
that this proposed system of state
highways can be built out of current
revenues, and at the same time ex-
pect the commonwealth to make
large appropriations for maintenance
and state aid work. It cannot be
done and all such suggestions are de-
lusive and misleading. The increas-
ing demands upon state revenues in
aid of our public schools, in main-
taining our penal and eleemosynary
institutions, in support of our worthy
charities, in enforcing our pure food
laws and laws for the protection of
the health and lives of our people,
and in caring for the immediate
necessities of the state in many other
directions, are so great as to preclude
the possibility of setting aside out
of current revenues, year by year,
sufficient funds to construct a sys-
tem of highways to the four corners
of the commonwealth. The demands
of the people as expressed by their
representatives in the last legisla-
ture were so great as to require the
Governor in the exercise of the veto
power to reduce the total appropria-
tions by millions of dollars in order
that the state might not do the fool-
ish thing of attempting to be gen-
erous beyond its ability to pay. If
we undertake to construct the state
highways out of current revenue,
other worthy objects and institutions
must necessarily suffer, and highway
construction will be halting and piecemeal.
If this method be pursued
our hair will turn gray and our eyes
grow dim while we wait for good
roads in Pennsylvania. This is a
big question and should be treated
in a big way. Nothing is more disap-
pointing and discouraging than to see
a great undertaking treated in a
small way. If we want good roads,
as we say we do, we must pay for
them, or at least provide in advance
for raising the funds with which they
can be paid for as constructed from
time to time. No one wants the
state to build a system of highways
in patches, here a little and there a
little, with no connected thorough-
fares anywhere. This is not in keep-
ing with the spirit and purpose of our
people. It is not the spirit that has
made Pennsylvania an engine in com-
mercial and industrial affairs. In the
development of our material wealth,
we have stood in the front rank of
achievement, and our people have
a pardonable pride in this record of
achievement. Why should we lag
behind in road building, which is the
basis of all true progress? If this
system of highways cannot be con-
structed out of current revenues,
what remains to be done? The an-
swer is simple. Then loan. Shall
we have the authority to make it?

Must Decide in November.
The qualified electors must decide
this question at the polls in Novem-
ber. No more important question
has been presented for the considera-
tion of our people since the Civil
War. If we want our state to hold
her proud position in the sisterhood
of states, we must keep pace with the
forward movement for good roads
which is now nation-wide. I would
like to see Pennsylvania not only
keep pace with other states in the
march of progress toward good roads,
but set the pace for all others. If
we are true to our standards and
traditions we will lead the way by
establishing a great system of state
highways, and not be blind followers
along the beaten paths of the old
mud roads.

Someone asked me the other day
why it was necessary to amend the
constitution in order to obtain the
authority to make a loan to build
highways. Let me answer this in-
quiry. The framers of our organic
law wrote into it the following pro-
vision:

"No debt shall be created by or on
behalf of the state, except to supply
casual deficiencies in revenue, repel
invasion, suppress insurrection, de-
fend the state in war, or to pay ex-
isting debt; and the debt created to
supply deficiencies in revenue shall
never exceed in the aggregate at any
one time one million dollars."

This is a limitation on legislative
power and cannot be disregarded. A
loan of fifty million dollars to build
a system of highways creates a debt,
and it is not a debt to repel invasion,
or suppress insurrection, or defend
the state in war, or to supply defici-
encies in revenue. Hence it comes
within the prohibition of the con-
stitution as it now stands. The legisla-
ture has no power to authorize such
a loan to be made unless the people
deem it wise to amend the constitu-
tion so that proper legislation can be
enacted. Two successive legislatures
have voted affirmatively on a joint
resolution to submit the amendment
to a vote of the people. It is now
for the voters to say the final word
by their ballots at the election. If
the loan is carried at the election in
November, or rather if the amend-
ment be adopted, it will sound the
death knell of bad roads in our state,
and will mark the beginning of road
improvement to the remotest sections
of the commonwealth. This is a
consummation so devoutly to be
wished that it is difficult to under-
stand why anyone should oppose it.
One would naturally think that when
the state is willing to assume the
burden of making and maintaining
eight or ten thousand miles of roads,
which have heretofore been main-
tained by the townships, and thus relieve
the localities from taxation to this
extent, that the local people would
hail such a policy with delight. And
yet in many instances this is not the
case. I hear opposition now and then
from quarters least expected. It
seems to me the opposition must be
the result of misapprehension or mis-
understanding. In the hope of get-
ting the question before the people
on its merits, and at the risk of be-
ing considered tedious, I shall refer
briefly to some of the objections
made to the loan, and to some of the
reasons given for opposing it.

Objections and Answers to Same.
1. It is objected by those not in
accord with the present administra-
tion that they do not want the au-
thorities now in control to expend the
money. It is not too much to say
that no administration will be en-
tirely free from criticism of this char-
acter. The time has not yet arrived
in the conduct of governmental affairs

when men will not find fault, and no
administration can escape criticism
no matter how good its intentions, or
wholesome its policies. Some admin-
istrations must be in power when the
highways are constructed and it is
too much to expect this great work
to be accomplished without criticism
of some sort either warranted or un-
warranted. Indeed it is safe to say
that administrations will come and
go several times before the loan is
exhausted and the work be finally
completed. In the natural course of
events the present administration will
have nothing to do with the expendi-
ture of the moneys raised by the
bond issue. If the loan be authorized
by the qualified electors at the polls
in November, it will require legisla-
tion to put it in force. The next
legislature does not convene until
1915, and then a new administration
will be inaugurated. It will there-
fore be seen that the present admin-
istration will not be in position to
expend a single dollar raised by the
proposed loan. This should be a com-
plete answer to the objection thus
made. I mention this not for the
purpose of criticizing the present ad-
ministration, as no such thought is in
my mind, but as an answer to those
who put their opposition to the loan
on a false ground.

2. Again, it is suggested in some
quarters that the loan will increase
taxes on farms and other real estate.
Nothing could be further from the
truth. The effect will be to reduce
the burdens of local taxation for road
improvement and maintenance. Why
do I say so? Let me answer. When
the state takes over eight or ten thou-
sand miles of township roads and
makes them state highways, the
townships will be relieved from the
burden of maintaining them, and
this will necessarily reduce local
taxation for road purposes. In other
words the state will bear the burden
of maintaining roads which were for-
merly borne by the townships. But
some one says this will increase
state taxes and the effect will be the
same. This is likewise a fallacy.
Farms and other real estate have not
paid state taxes since 1866. There
is no intention of taxing real estate
for state purposes now. State roads
will be maintained out of state reve-
nues, and state revenues are largely
derived from the taxation of the cap-
ital stock of corporations, corpora-
tions, licenses of different kinds and
taxes upon those enjoying special
privileges. A great system of public
highways maintained by the state
will benefit the farmers more than
any other class of people, and they
will pay nothing toward the cost of
that maintenance. This is one time
when the farmers stand to receive a
very great benefit, while the corpora-
tions and those who enjoy what have
been termed special privileges pay
the bills. Recently there has been
much discussion about how to keep
the boys on the farm. "Back to the
farm" is a favorite theme with mag-
azine and other public writers of the
present day. I can think of no bet-
ter way of taking people back to the
farm than to provide them good roads
to get there. Good roads will largely
solve this problem. Boys who have
spent their young lives in struggling
over the mud roads of the rural dis-
tricts do not become enthusiastic
when asked to return to such con-
ditions. Give them good roads and a
very different story might be told. It
is not only the pleasure and con-
venience of the farmers that should
be considered, but good roads add
value to every farm they touch.
Good roads mean easy access to mar-
kets, cheaper transportation, greater
facilities in handling farm products,
and substantial increases in farm
values. It is my firm conviction that
from twenty-five to fifty per cent will
be added to farm values in Pennsylv-
ania, and in many instances a much
greater increase, when the state is
gratified with a great system of
public highways such as is now con-
templated. What valid reasons can
the intelligent farmer give for op-
posing this loan which means more to
him than anyone else, and costs him
nothing. He will answer this ques-
tion by his vote at the polls.

Macadam a Practical Question.
3. Another objection is that maca-
dam is not the right kind of road
to make, is too expensive, and does
not stand the wear and tear of mod-
ern travel. Upon this question I
cannot speak as one with expert
knowledge, but frankness compels me
to say that unless some method is
discovered for keeping the top dress-
ing of these roads in place as a
binder they will prove a failure. This
is a practical question and one which
must be met and answered in a way
satisfactory to the people, but be-
cause there is difficulty in this direc-
tion is no reason why the good roads
movement should be defeated. If
macadam does not answer the pur-
pose, let us have brick, shale, or
some other kind of good road con-
struction. What we want is good
roads and we want to get them with-
out the money. No matter what system
of road making we may adopt, it will
require a large expenditure of money
to improve and rebuild the system of
highways which the state has taken
over. The legislature acting for the
people has placed a heavy burden on
the state. It is a new undertaking
and one which will involve the ex-
penditure of large sums of money.
These old township roads must be
graded, widened, straightened, drain-
ed, surfaced, bridged and put in con-
dition for travel. The last legislature
added many additional routes to
those specified in the act of 1911.
This means that nine or ten thou-
sand miles of public roads must be
improved, rebuilt and maintained by
the state. Where is the money to
come from? The legislature did not
provide it. The maintenance alone
of this system of highways will se-
verely tax the current revenues of
the state. How are they to be im-
proved and rebuilt in the first in-
stance?

Only One Answer.
There is only one answer and
that is, the loan. How do you
expect the state to do all this work
if you fail to provide the money with
which to pay for it. The state can-
not work miracles. It cannot say,
Let there be good roads, and there
will be good roads. Good roads cost
money and represent labor and ma-
terials. We cannot have them unless
we pay for them. By your votes on
the loan will be determined whether
the state is to build a great system

of highways, and when this question
has been decided, the legislature can
say what kind of roads shall be built
when the bond issue is authorized. In
this connection it is proper to re-
mark that even if the amendment be
adopted, it does not mean that the
loan is immediately authorized. A
simple proposition is submitted to a
vote of the people in the form of a
joint resolution. It is:

"That the General Assembly, irrespec-
tively of any debt, may authorize
the State to issue bonds to the
amount of fifty millions of dollars for
the purpose of improving and rebuild-
ing the highways of the Common-
wealth."

You will notice that this simply
gives the legislature the power to
act. In the end the General Assem-
bly must say whether the bond issue
shall be made, in what amount the
loans are to be negotiated, and how
much money shall be expended each
year during the progress of the work.
These are legislative details and have
no proper place in the discussion of
the merits of the loan itself. It
should be observed that the loan is to
be used "for the purpose of improv-
ing and rebuilding the highways,"
and not for the purpose of maintain-
ing them after they have been im-
proved and rebuilt. They must be
maintained out of current revenues
and this alone will impose a sufficient
burden on the state. One thing is
certain, and that is, we cannot im-
prove, rebuild and maintain this great
system of highways out of current
revenues no matter what kind of road
construction may be adopted. We
need the loan in any event if good
roads are to be provided for the con-
venience of the people of the com-
monwealth. If you do not want maca-
dam, instruct your members of the
next legislature what kind of roads
you desire, and thus this disputed
question can be decided by legisla-
tive enactment. But do not strike a
vital blow at the whole project be-
cause you may not favor a particular
kind of road.

Good Roads for Boroughs.
4. The small boroughs complain
on the ground that thus far they have
not been benefited by road legisla-
tion, and in my opinion this com-
plaint is well founded. Most of the
small boroughs are without paved
streets and are not financially able
to pave them. The result is that
these streets are maintained in about
the same way as township roads, and
in many instances they are not kept
in as good repair as township roads.
When the state takes over a town-
ship road which runs through a bor-
ough of this class, there is every rea-
son why the highway should include
the borough street, and no good rea-
son why it should not. When the
state highway stops at the borough
line, it leaves a piece of bad road
and makes the construction look like
patchwork. This should not be and
steps have already been taken to
provide against such contingencies.
The legislature should provide by law
for these conditions. The highway
commissioner should be clothed with
power to deal with borough authori-
ties in a just and equitable manner
in cases of this character so that the
boroughs, as well as travelers on the
public highways, may have the bene-
fit of good roads without casting upon
them burdens heavier than they can
bear. If these matters have not al-
ready been provided for they will be.
This is a legislative question and
should be taken up and acted on
promptly. When the loan is author-
ized by the legislature, details of this
character can be considered and a
law passed to protect small bor-
oughs. This should be done and no
doubt will be.

Competitive Bids Advisable.
5. It is further objected that the
authorities now in charge of state
highway work in some instances have
awarded contracts on a percentage
basis without competitive bidding. It
is charged that these contracts were
given to favored contractors and were
intended to serve personal or political
ends. As to the merits of these
charges I have no knowledge and am
therefore not in position to either ap-
prove or condemn what was done. I
assume that the public officials acted
in good faith and did not intend to
lied to be proper under the circum-
stances. In private business affairs
contracts are frequently let in this
way, and no doubt this may have
been deemed a sufficient warrant for
pursuing the same method in award-
ing the contracts which have given
rise to this criticism. Candor, how-
ever, compels me to say that in my
opinion this was a mistake of judg-
ment. Individuals and private cor-
porations can make their contracts to
best suit their own purposes and to
most quickly and expeditiously ac-
complish a desired result. Not so
with the public. All public contracts
should be awarded upon a competi-
tive basis after due public advertise-
ment. The bidding should be in the
open and each bidder should have
ready access to the plans and speci-
fications. Any other method will pro-
voke criticism, and give rise to the
suggestion of ulterior motives, all of
which should be avoided in awarding
public contracts. It is but fair to say
that so far as my information goes
nearly all the contracts for state
highway construction have been let
in this way. This has been the gen-
eral rule followed by the department
and those let upon the percentage
basis the exception. This criticism
can all be avoided by making the
general rule universal and in not
awarding any contracts on the per-
centage basis. It is not a question
of good intentions, or of motives, but
of a wise public policy. The expendi-
ture of public moneys should al-
ways be safeguarded, and contracts
should be awarded in such manner as
to insure real competitive bidding.
The public have a right to insist upon
receiving a dollar in value for every
dollar expended, and the law should
be so framed as to insure this re-
sult as nearly as it can be made pos-
sible by competition in bidding. Let
the next legislature say how the
money derived from the bond issue
shall be expended, and how the con-
tracts shall be awarded. No doubt
the present administration will join
heartily in favoring such a law. When
this is done there will be no further
room for just criticism in this respect.

Is It Worth the Cost?
Is it worth while for Pennsylvania
to assume the burden of making and
improving a great system of high-
ways? Will it pay? My answer is
res. a thousand times yes. It is cur-



GOOD ROADS AND PROSPERITY

rently reported that the Pennsylva-
nia Railroad Company, a single cor-
poration created under the authority
of our laws, expended upwards of
one hundred and fifty million dollars
to obtain a direct entrance into and
get a terminal in the city of New
York. This is three times as much
money as is now asked to give our
eight millions of people adequate ter-
minal facilities at their homes and
freeways by an improved system of
state highways. Why should we hesi-
tate? Our state is free from debt,
our resources unlimited; our wealth
growing by leaps and bounds; our
ability to do big things in big ways
recognized; and our state pride deep-
ly rooted. We do everything else
on a large scale, why not deal with
the highway question in the same
comprehensive way. There never
was a better time than now. The
people demand good roads, the state
authorities are willing, the machinery
for road building is ready, and all
that is needed is the authority to
provide the money. Pennsylvania is
too great a state to allow her sons and
daughters to be hauled over the mud
roads of a century ago, and yet in
many sections these primitive roads
still exist.

Excelled By Europe.
A few years ago the speaker
traveled through Ireland, Scot-
land, England, Germany, France,
Denmark, Holland, Switzerland, and
other European countries, and found
good roads everywhere. I realized
then as never before what good roads
mean to the people, and it caused me
regret to be compelled to ac-
knowledge our own shortcomings in
this respect. We are excelled by all
European countries in the mainte-
nance of highways. Certainly this is
not to our credit. Is it not about
time to wake up and give the people
roads as good at least as those of any
other state or country? No nation
is greater or stronger than the roads
she builds. Civilization is a road-
maker, and the progress of a nation,
or state, or community, may be mea-
sured by the kind of roads maintained
by the people who reside therein.
The winding path may answer the
needs of those who are content to
dwell in the jungle, but twentieth
century civilization demands improved
highways as channels of commerce
and the natural arteries of social and
economic life. It is not a far cry
from the trail of the North American
Indian to the building of a great
National Highway, spanning the con-
tinent and connecting the Atlantic
and Pacific oceans, and yet when
the history of this evolution in road-
making is finally written, as it will
be within your life-time and mine,
the story will be told of the building
of a powerful nation out of a wilderness,
and the record will be made of the
highest achievements of the human
race throughout all the generations
of men.

Necessity of Good Roads Recognized.
All great nations have been
built to recognize the necessity of
building good roads. Appian Claudius
conceived the idea of building a
public highway from Rome to Brun-
dium, and this historic road, the Ap-
pian Way, added glory to the Roman
Empire when it comprised the fairest
part of the earth and the most civil-
ized portion of mankind. The Alps
stood like an insurmountable barrier
between Napoleon and the fair fields
of Italy. But the builder of empires
did not hesitate. Under the direction
of skillful engineers backed by the
willing hands of thirty thousand
Frenchmen he chiseled a road through
the rock ledges of the Simplon Pass
over which his conquering armies
subsequently marched to victory. For
more than a hundred years this road
has stood as a monument to his gen-
ius and greatness. Would that Pen-
sylvania had a Napoleon to batter
down the moss-grown walls of pre-
judice, and give our people a system
of public highways commensurate
with the dignity and grandeur of a
great commonwealth. Napoleon used
his roads to transport the spoils of
war, but we want ours to cultivate
the arts of peace. Civilization and
good roads are hand-maidens. They
keep pace together in the march of
progress. They measure the advance-
ment made by the human family in
achievement. A thousand years be-
fore the dawn of Christian civilization
the demand of the Philistine King
speaker traveled through Ireland
was, "Whether have you made a road
today?" David, who for a time dwelt
in that land, answered and said,
Against the south of Judah, and
against the south of the Jerahmeel-
ites, and against the south of the
Kenites. True the road making of
those days was primitive and crude,
but this incident, recorded in the
Book of Samuel, shows that road-
making was demanded by the consti-
tuted authorities even in that remote
period of antiquity. Advancing civil-
ization demands better highways and
will not be content with the mud
roads of former generations. It is
high time for Pennsylvania to arouse
from her slumbers and give her peo-
ple the kind of roads they deserve.
They are entitled to the best, and will
have the best, if the voters do their
duty at the polls.

Do It Now!
Why do it now? Again let me an-
swer. Because we have failed to do
it before, and now is the time to be-
gin to do what we should have done
long ago. On the question of road
making we have done those things
which we should not have done, and

left undone the things we should have
done. For a hundred years road mak-
ing in the rural districts of Penn-
sylvania consisted in plowing the
mud and dirt out of the ditches in
the spring time and shoveling it into
the center of the highways to be
washed into the ditches again by
the first rain and plowed out the
next spring. A mud hole in the high-
way was repaired by filling it with
loose stones which resulted in mak-
ing two mud holes instead of one.
This was the old township supervisor
system when road taxes were
"worked out." Under such a system
a thousand years would not give us
good roads. We want good roads now
and fifty or a hundred years hence.
This is a sufficient reason for de-
manding action at once. Again, the
money provided by the loan will be
expended in all parts of the common-
wealth, and this will give employ-
ment to the farmers and laborers in
the localities where the roads are
being improved. Teams must be
hired, men employed, and materials
obtained at points near the place
where the work is done. This means
a substantial benefit to the people
while the work is in progress. Why
not reap that benefit now? If you
fail to do it now, several years must
necessarily elapse before you can
have an opportunity of doing it again.
Our constitution provides as follows:
"No amendment or amendments
shall be submitted oftener than once
in five years."

This means if the amendment em-
powering the legislature to authorize
a bond issue for improving and re-
building our highways is defeated
this year, it will be five years at least
before another amendment of the
same character can be submitted.
Add to this two years necessary for
legislative action before the question
can be submitted to a vote, and it
will be seen that seven years will
be lost before our state will again be
in position to go ahead with road im-
provement on the scale now contem-
plated. Does anyone seriously want
such a situation to arise? Can any
good result from the delay? We will
be no better prepared seven years
hence than now. This is the time for
action, and we will never have a bet-
ter opportunity to strike a decisive
blow for good roads. Let us embrace
it. A most estimable gentleman in
the city of Philadelphia said to me
a few years ago that he had spent
a very pleasant summer in Europe,
falling in love with his daughter, who
was his traveling companion. What
delightful summers the people could
spend traveling over our wooded hills
and beautiful mountains, and through
our rich valleys and fertile fields,
falling in love with Pennsylvania, if
we had good roads to add charm to
such a courtship. Pennsylvania is a
little empire, but we will never know
the real greatness of our possessions,
nor will we fully appreciate the in-
telligence, thrift and capacity of our
people, until our highways are im-
proved so as to afford easy access
to every part of the commonwealth.

Before concluding my remarks let
me congratulate the Motor Federation
and the Good Roads Association
under whose auspices this meeting
held for their unselfish interest in
this great cause. This is a move-
ment in the interest of all the people,
and while it may be misrepresented
or misunderstood, time will bring its
reward, and sooner or later a grateful
people will give thanks for the bless-
ings vouchsafed to them by reason
of the benefits, conveniences and
comforts resulting from the building
and maintenance of a great system
of state highways. This is the time
for all public spirited and loyal Pen-
sylvanians to enlist in the war
against bad roads, and to become
soldiers in the ranks of the forward
movement for improved highways.

WHY HE IS FOR GOOD ROADS.
"I am a cabbage grower," said
Frank Terrace, addressing a good
roads convention at Tacoma, Wash-
ington. "I haul my produce to the
sauerkraut factory at South Seattle.
Before the road over which I travel
was built I had to get up at 4:00
o'clock in the morning to start on my
journey. The limit of the load I
could haul with a team of 1,500-pound
horses was 2,500 pounds and after
visiting the factory I would arrive
back at my home late in the evening;
but look at the difference now that
a permanent hard surface has been
laid down! I start on my trip about
8:00 o'clock and need only a team
weighing 1,400 pounds to haul a load
of 5,000 pounds of cabbage, which is
double my previous capacity. And
best of all, I find on my return to
the house early in the afternoon that
I have finished the day's work with-
out the horses having turned a hair."

Whenever a farmer becomes the
owner of an automobile he is imme-
diately transformed into a good roads
booster, and is willing to get a
shovel, if necessary, and go out and
go to work instead of going after a
hammer and knocking as he used to
do.

Money makes the mare go, but she
can be coaxed just as well with a nice
level highway, without the need of a
whip or even a click.

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ONE CENT

FIGHT PLANNED FOR BETTER WAGE SCALE

Suffrage Association to Take Up Battle For Telephone Girls

LABOR MEN WILL HELP

State Federation to Assist-- Claimed New Law Will Affect Operators

It is altogether probable that the Pennsylvania Suffrage Association will take up conjunctively with the State Federation of Labor a fight for better wages for telephone girls over the state, when the new law is put into effect governing the employment of women in the state. It is understood, according to a Monongahela valley labor organizer, that a fight will center on the Bell Telephone company. This company will probably reduce the hours of labor for the girls and still pay the same wage scale they are paying now.

Under the new law women or girls will not be permitted to work nights. The argument of the Pennsylvania Suffrage Association and the Federation of Labor will be that telephone girls have been working on an average of 10 hours per week. In many places at a pay of from 7 to 12 cents an hour and that with the reduction to 8 hours a week, the pay will be the same per hour.

If the argument of the two organizations is correct, the plan of the company will cut down the earnings of the girls from \$4.90 and \$8.40, a week to \$3.20 and \$6.48 a week. That is, the 7 cents an hour girls will receive under the new arrangement but \$3.23 a week, while the 12 cent an hour girls will receive \$6.48 a week. In reality it is asserted a telephone central operator is an expert in her vocation, and her earning power should be greater for the reason.

WRECKED BOAT IS HINDRANCE TO NAVIGATION

Much apprehension is being caused among rivermen because of the wreck of the Morning Star, which is still lying sunken at the Monongahela wharf. It will be remembered this boat was destroyed by fire some weeks ago and immediately after the accident the owner John F. Klein turned the wreck over to the marine underwriters and they have taken no steps to remove it. The boat is lying at the head of a large fleet of empty coal barges owned by the Pittsburgh coal company and should there be a rise, the boat would float off its present resting place and drift in among these coal boats with the result that much trouble would be experienced in holding the fleet. The city officials are contemplating appealing to the United States authorities to force the underwriters to remove the dangerous obstacle.

Six Reels at the Palace tonight.

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13 Sept. 25.

Methodists to Banquet

Festivities to be Held Tonight by Officers and Teachers of Sunday School

Tonight a banquet of officers and teachers of the Methodist Episcopal Sunday school will be held in the Sunday school room of the church. The second day's feature of only one week. Sunday the rally week was inaugurated with the regular Sunday services. Rev. R. B. Mansell, D.D., of Belle Vernon is to preach on Tuesday evening, Rev. J. H. Miller, D.D., district superintendent will be present and the fourth quarterly conference will be held. Rev. Arthur Staples, D.D., of McKeesport will preach Thursday night and Rev. W. W. Hall, D.D., of Bradford, will preach on Friday.

HARVEY IS SENTENCED

Man Accused of Breaking Into Store Gets Ninety Days

GOES TO WORKHOUSE

Ninety days at labor in the workhouse is the sentence that was imposed on H. B. Harvey Saturday evening by Justice of the Peace Joseph Wheeler, when the man was arraigned before him charged with having entered the McGrorey 5 and 10 cent store Thursday night.

Harvey was arrested a short time after the robbery as a suspicious character and when the robbery became known he was associated with the crime through a finger print system.

At the hearing before the justice Harvey admitted all the facts of the affair and stated that a stranger with whom he associated in a Pittsburgh employment bureau was the cause of his trouble. This man, he claims, furnished the money to come to Charleroi and planned the affair. Then after the burglary did not prove profitable he deserted Harvey and left him to be captured by the police. He was immediately taken to Clairmont to enter upon his sentence.

Deed Recorded.

July 26, 1913—Bertha Sarver, et con., McDonald, to Emil Gerard, et ux., North Charleroi, parcel of land in North Charleroi, on Conrad avenue; 80x110 feet; consideration \$175.

Dawson's Millinery opening on Thursday Sept. 25 58-13

Six Reels at the Palace tonight.

Dawson's.

Millinery opening on Thursday, 58-13 Sept. 25.

JOSEPH BAMFORD DIES AT AGE OF 75

Joseph Bamford, aged 75 years, died at his home at Grandview, Carroll township at 3:15 o'clock Sunday afternoon. Mr. Bamford was born in Middleton, Manchester, England, March 5, 1839, and came to America in 1863. For years he worked as a coal miner. Later he entered the meat business. After adversity due to economic conditions, he was forced to abandon this business and he became a drover. While thus engaged he became widely known throughout Western Pennsylvania.

Afterward Mr. Bamford entered the poultry business and imported some of the finest breeds of poultry into America and was one of the largest exhibitors of fancy poultry in the country. In 1871, Mr. Bamford purchased a farm on the Monongahela river. In later years this became known as Bamford station. Mr. Bamford became a gardener after the purchase of his farm and was very successful. In 1886 he married Hannah M. Rudge. Eleven children were born. He is survived by his widow and nine children; 22 grand children and one great grandchild. His children are: Mrs. George E. Hartman, of Grandview; Joseph, of Monongahela; Thomas, of Haverhill; Mrs. S. W. Ross, of Los Angeles, formerly of Charleroi; Mrs. William Evans of Charleroi; Mark, of Carroll township; Alfred, of Monessen and Mrs. Fred Haspel, of Donora.

Funeral services will be held from 2 o'clock Tuesday, Sept. 23, at the home of the deceased.

MISMALED COUPLES SEPARATED BY COURT

That the domestic lives of all married couples in Washington county is not all a path of roses is evidenced by the fact that on Saturday Judge Taylor handed down decrees in divorce in seven cases that had been heard last week. There are still thirty divorce cases with the court for disposal. Among the couples granted final separation are the following:

Hattie Johnston, Smith township, from David Johnston, cruel and barbarous treatment; Laura Walton, Monongahela, from Jacob Walton, cruel and barbarous treatment; Sals Levy, Donora, from Jessie Gratz Levy, desertion; Ida E. Packer, Charleroi, from John T. Packer, desertion and non-support and cruel and barbarous treatment; Thomas Smitfield, Monongahela, from Edna Whitfield Smitfield, cruel and barbarous treatment; Joseph W. Killius, Monongahela, from Emily Evans Killius, desertion; May Estelle Yelton, Washington, from Dr. Otis A. Yelton, desertion and non-support.

SERIES OF SERMONS FOR YOUNG WOMEN

Rev. C. P. Bastian, pastor of Christ Lutheran church has announced a series of sermons that he will preach this month. They will be known as the "young ladies' series." His first sermon of the series was preached on Sunday night, when he spoke on the subject, "A Young Woman's Resolution." Other services are announced as follows: September 28, "The Heroine of God's Love Story," October 5, "The Royal Queen," October 12, "The Excellent Young Woman."

To Attend Conference.

Charles S. Orall of Monongahela has been appointed a director of the National Orphans home of the Jr. O. U. A. M., located at Tiffin, Ohio, and leaves tonight to attend a meeting of that board, which will decide on the erection of two additional dormitories at the school to cost \$15,000 each.

Monongahela Horse Wins.

At the Beaver county fair on Saturday, Kenneth Mac, owned and driven by George W. McFeeley of Monongahela took the 2:24 trot in three straight heats. The time was 2:24 1/4. The purse was \$250.

Dawson's Millinery opening on Thursday, Sept. 25. 58-13

Six Reels at the Palace tonight.

MINE RESCUE CREWS AT PITTSBURG TODAY

The mine rescue and first aid team of the Monongahela mines went to Pittsburgh today to compete in the first all-contest which is being held at the Arsenal Testing station under the auspices of the Bureau of Mines of the American Mine Safety Association. There are 40 teams entered in the contest from all parts of the country and many wonderful exhibitions of rescue and first aid treatment are expected.

Secretary of Labor William D. Wilson is in attendance at the affair and this morning addressed the American Mine Safety Association which is in convention in Pittsburgh. On Tuesday an explosion of coal dust will be made at the experimental mine at Brunston for the benefit of the delegates.

THURSDAY BERT'S DAY, SAYS EVERS; FANS ARE GOING

Bert Humphries will pitch for Chicago against the Pittsburgh Pirates on Thursday at Pittsburgh. This word from Johnny Evers to California fans this morning led them to charter a special car to leave Roscoe on Thursday morning for Pittsburgh that they may attend the game. California enthusiasts with Charleroi and other Monongahela valley enthusiasts will give Bert a big send off on what will probably prove his last appearance on the mound at Pittsburgh Thursday.

OLD FOLKS SERVICE AT LOCAL CHURCH

Rev. John R. Burton, pastor of the Washington Avenue Presbyterian church conducted the second annual observance of "Old Folk Day" at the Washington Avenue Presbyterian church Sunday, and preached a sermon on "The Journey of a Pilgrim." A section of seats was reserved for the aged persons able to attend. The church was decorated for the occasion, pictures and flowers being used. All the "old folk" present were presented with bouquets. Special music was rendered.

Dawson's Millinery opening on Thursday, Sept. 25. 58-13

Six Reels at the Palace tonight.

Now on sale street and ready to wear hats at Dawson's. 58-13

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MOTHER'S PENSION LAW THE LATEST QUESTIONED

River Docks Are Working

Prospects Bright at Monongahela--Other Docks Are Closed Down

Docks Nos. 12 and 13 of the Pittsburgh Coal company are rushed with work at this time and the outlook is bright for the other docks. The weather has been so good that the coal has not been so much affected as many old ones rebuilt and repaired. Through practically all the docks of the company along the river are shut down. Monongahela will continue as long as possible. The advantage of having the large planting mill in connection makes the Monongahela docks better equipped than any of the others and across the major part of the work is done there. The dock hands make good wages and are enjoying a season's prosperity.

MONESSEN PUZZLED

Has Too Many Pupils For School Rooms Possessed

LET'S BIG CONTRACT

While Charleroi is making temporary arrangements to accommodate new school pupils enrolled this year in the schools, Monessen is engaged in the same work. With an enrollment of 2,750 Monessen is facing the same sort of a situation that Charleroi, with an enrollment of close to 2,100 is facing.

The Monessen school enrollment is higher than it ever was before at the beginning of the school year. In 1912 the term began with an enrollment of 2,102.

During the last week the school board of Monessen awarded the contract for the erection of a new school building that when completed will cost about \$100,000. It is not expected that this structure will be finished before the beginning of the new term if then. In the meantime the basement of the Third ward building will be fitted up with two rooms. Miss Edna Shindley of Dubois and Miss Lorena Williams of Uniontown, have been elected teachers of these two rooms.

Maccabee Social.

The Ladies of the Maccabees will hold a social on Tuesday evening, September 23, at the home of Mrs. Bessie Rigby, 733 McKean avenue. Everybody welcome. Come and get your fortune told. 60-12p

Six Reels at the Palace tonight.

Now on sale, street and ready to wear hats at Dawson's. 58-13

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Auditor General Powell Seeks Opinion on Constitutionality

MOTHERS FILE IDEAS

Applications Being Received by Co nty Commissioners in Many Counties

That the constitutionality of the Mother's Pension law passed by the last legislature may be deprived of the force of the law through inconspicuous technicalities seems altogether probable. A question of doubt as to the constitutionality has existed in the mind of Auditor General A. W. Powell, he appealed to Attorney General E. A. Tamm for an opinion on the question. The attorney general stated that even if the language in the bill was unambiguous, but his decision would not be final on the matter. He recommended a test case in court to establish the validity of the measure.

Auditor General Powell will not take any action on the matter until one of the counties of the state make application for the bill. Some of the counties have applied to them according to the law. The final decision on the matter is awaited anxiously throughout the state.

Hundreds of applications have been made for the Mother's Pension law, passed during the last legislature, by dependent mothers with suffering children living throughout various counties. Such applications have been filed by county commissioners pending the appointment of county commissions by Gov. John H. Tener to investigate the cases of needy mothers.

The commission as provided by the act, will consist of not less than five, and not more than seven women, who will before their time, without compensation, to the investigation of and provision for mothers who need assistance.

There has been delay in the appointment of commissions, it is stated because of the indecision over the constitutionality of the bill.

FOR SALE

No. One—8 room house, modern and up-to-date in every respect. Located on Lincoln avenue between Third and Fourth streets. Location is fine and price is right.

No Two—5 room house on Meadow avenue, near Fourth street.

Do not hesitate but come in and see us, for bargains are not on the market long.

Both Phones

I. R. BLYTHE & SON, Mght Bldg.

FOR SALE

At a bargain, one lot on McKean avenue between Fifth and Sixth streets. Come in and give us an offer. The chances are you will get it at your own price. I. R. Blythe, Mght Building, both phones. 60-12

Dawson's.

All the latest in fancy feathers and trimming for old or new hats. 58-13

J. K. Toner, Pres. S. A. Walton, Vice Pres. R. H. Bush, Cashier.

THE ZONE OF SUCCESS

is broad enough to include all who determine to be *thrifty* and *prosperous*.

Concentrate your efforts on saving.

Start an account with us.

Open Saturday Evenings from 8:00 Until 9 O'clock

4 Per cent Interest Paid on Savings Accounts

Depository for the State of Pennsylvania.

Great Book for 50c

Winning of Barbara Worth

BY HAROLD BELL WRIGHT

Mights Book Store

A Silver Service

To those selecting a Silver Service distinctively out of the ordinary that is rich in appearance, smooth in design and entirely different to the common and trite, this establishment offers a display of Gold and Plated Ware that represents the highest achievements in the silversmith's art shown here will prove a revelation to those with exacting discriminating tastes. Reasonable prices.

John B. Schafer

Manufacturing Jeweler

518 McKean Ave.

Both Phones

The Charleroi Mail

A Republican Newspaper
Published Daily Except Sunday by
MAIL PUBLISHING CO.
(Incorporated)
Mail Building, Fifth Street
CHARLEROI, PA.
A. C. Niver, Pres. & Managing Editor
Harry E. Price, Business Manager
B. W. Sharpnack, Secy. and Treas.
Floyd Chalfant, City Editor
Entered in the Post Office at Char-
leroi, Pa., as second class matter.

CONSERVATISM ENCOURAGED.

"A long-range view seems again to suggest encouragement for caution and conservation," says Henry Clows, the New York banker and observer, in discussing crops and financial conditions over the country. "While we have not had a crop calamity, the developments in the agricultural sections since the first of August have not been favorable. It has been necessary to quite severely revise earlier estimates of harvest prospects. This unfortunately has proven especially true in respect to our two most important crops, namely, cotton and corn, which have for years been running a stubborn race for the honor of premier position as a producer of new wealth.

"Winter wheat and, in fact, the total wheat crop, has, it is true, set a new standard, and it is probable that final returns will as usual show that the Government's experts have erred on the side of conservatism in their forecast of cotton and corn. Nevertheless, it is not advisable to gloss over the fact that severe damage has taken place and that there will necessarily be a restriction of railroad tonnage in the drouth-stricken regions from the volume that was expected a month or so ago.

"On the other hand, railroad tonnage will undoubtedly receive a distinct impetus from the return to normal in the business world resulting from the more settled conditions to follow the final enactment of the new tariff, which is now closely in view. There has for a year or more been a gradual curtailment of manufacturing and if distribution of merchandise awaiting the new conditions that will attend the entrance of foreign merchandise at lower rates of duty.

"Our bonded warehouses are filled with importations that will be withdrawn for consumption as soon as the new custom rates become operative. General business of a domestic character, too, will attempt to adjust itself to the new conditions. It is yet to be demonstrated how satisfactorily our industries will be able to make such an adjustment. But for the moment this larger question is not specifically involved, as there will be active encouragement in all directions for an honest attempt to return to a normal volume of distribution.

"The restriction of general mercantile and industrial activities has been so protracted that the ordinary channels of wholesale distribution are without adequate supplies of merchandise on hand, shelves of retailers not filled with their normal volume of stocks, and there has naturally been some disposition among consumers, also to hold back from purchases with the view of obtaining better results.

"Reaction from these influences suggests a period of mercantile enthusiasm that may or may not prove to be fairly permanent. For the moment, however, it should have a stimulating influence on the traffic statements of our great transportation systems, since the improved volume of traffic will consist very largely of the higher classes of freight which pay correspondingly high rates."

Announcement.

The Ladies Aid of the Christ Lutheran church will hold a fancy work bazaar in the church, corner Sixth street and Washington avenue, December 4, 5, 6.

Dawson's.

See the latest in fancy feathers and trimmings for old or new hats, \$2.49

Why is the soda cracker today such a universal food?

People ate soda crackers in the old days, it is true—but they bought them from a barrel or box and took them home in a paper bag, their crispness and flavor all gone.

Uneeda Biscuit—soda crackers better than any ever made before—made in the greatest bakeries in the world—baked to perfection—packed to perfection—kept to perfection until you take them, oven-fresh and crisp, from their protecting package. Five cents.

NATIONAL BISCUIT COMPANY

Cheapness Due to Robbery.

A curious bid to bargain hunters is found in an advertisement of one of the great department stores of New York city: "It is often possible to give better values in Kurdistans than in any other rug," says the announcement, after speaking of the Kurds as a "robber tribe." "Inasmuch as the Kurds steal from the semi-wild herds of sheep a large proportion of the wool that goes to these rugs."

Try Laughing at Yourself.

In Woman's Home Companion in the course of a talk to girls about friendship with boys, appears the following wise observation: "It is not a bad idea at all to laugh at one's own failures. It indicates at least that you have imagination; that you can imagine how funny other people must think something that you have done."

Women Avoid Society.

They are reluctant to make the least effort when suffering from dizziness, backache, headache, nervousness, the blues, that bearing down pain or a displacement. Yet they would like to be well. Why continue to suffer when thousands of American women are living testimonials for what Lydia E. Pinkham's Vegetable Compound has accomplished in overcoming all such troubles and restoring glorious health?

Ladies earn \$2.25 dozen making plain neckwear. Home business. Experience unnecessary. Mail dime for pattern, instructions. Needlecraft, 227 Altoona, Pa. 60-11

NORTH CHARLEROI

Miss Eva Moss of Elizabeth visited relatives here Friday.

Mrs. J. D. Woods visited her daughter Mrs. Davis Woodward, who is in the Allegheny General Hospital.

Church services were held in the

conducted by Rev. F. A. Richards of the Methodist Episcopal church.

Mr. and Mrs. Charles Souerwein returned home Sunday to South West after visiting at the home of their daughter, Mrs. Charles Fortney.

Frank Phillips was a recent caller at Belle Vernon.

Mrs. Clyde Bradley and baby were callers at Donora Friday.

PICKED UP IN PASSING

On the question of race suicide and the possible consequences some one has figured out the following:

"From 1870 to the women of this country of the marriageable age are unmarried. Two fifths of the men of this country of the marriageable age are unmarried. The birth rate is decreasing in the United States at the rate of 21 per cent. If things keep on as they are going, the capacity for motherhood continues to diminish as rapidly as at present, the last child will be born before 2012, and in the year 2017 there will be no babies to 'soo' and 'agoo,' since the youngest child will be 5 years old. Also a neuter type, consisting of women set apart to do the world's work outside the home, will be evolved."

The following has been handed in for the "Picked up in Passing" column:

Fall Follies
When that fifty million issue
Of road bonds is assured.

Over what we have endured,
When Harry Thaw is settled
To Jerome's sweet satisfaction,
When Sulzer is disposed of
By New York state's reaction,
When Mexico is good again
And Huerta is no more,
When politics are settled
As they never were before,
When Eva Parkhurst has set sail
And Prince Monaco has gone home
And Secretary Bryan gets through
Lecturing on Ancient Rome,
When Tammany is defeated
'Twill be an awful fall!
And the Pittsburgh Pirates realize
They never could play ball!
When springtime finally comes again
We'll bask in the warm sun rays
And we refuse to be content till then
'Cause them's the happy days.

ELECTRIC SPARKS

A space writer is a person who does not take up much room, although that is his life's ambition.

Ex-President Taft has been losing flesh. Most professors acquire that habit after awhile.

About the only thing that has not been done in the Thaw case, so far as it is possible to learn, is to connect up Washington county with the affair.

Di-verified Experiences.
Dickory, dickory dock,
My sister has a new dress,
It fits so tight
Try as she will
She can't get on a street car.

At the head of the Panama Canal is the Rock of Gibraltar

No one who has ever used it has anything but praise for
Hay's Hair Health
It restores natural color to grey hair but is not a dye. It eradicates dandruff and prevents falling hair. Use one bottle if not satisfied, your dealer will refund price. 50c and \$1 at all druggists. For sample bottle send 10c and dealer's name to F. H. Specialty Co., Newark, N. J.
W. F. Henning's, Charleroi, Pa.

Flunked!
Flunked
Under certain circumstances there is some pleasure in breaking things up but there is never any satisfaction in breaking shoes in. With WALK-OVER shoes there's no breaking in, no breaking out and no breaking down, consequently no breaking things up.
\$3.50 - \$4.00 - \$4.50 - \$5.00
Claybaugh & Milliken
419 McKean Ave.
Charleroi, Pa.

CHICHESTER'S PILLS
THE DIAMOND BRAND.
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Buy at Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS for 32 years known as Best, Safest, Always Reliable.
SOLD BY DRUGGISTS EVERYWHERE
All General (both sex) Diseases Treated. Men's Diseases and WEAKNESS and Catarrh. One personal visit advisable. Business Confidential. Home, Daily and Sunday, 9 to 8. Medicine furnished. Consultation free. Call
German-American Doctors, 366 Donner Avenue, Monessen.

TO AUTOMOBILE OWNERS

The Eureka Machine Shop and Garage at Monongahela, has installed the latest machinery for removing carbon from the cylinders of motor cars. The work is done by an oxygen process and where it formerly required several days to do the work it can now be done

WHILE YOU WAIT
Only a half hour is required for the work. Prices cheerfully quoted at all times.

Machinery Work of all Kinds a Specialty

EUREKA MACHINE SHOP AND GARAGE

W. M. LANDEFELD, Prop.
Belle Phone 312-J Monongahela

CHICHESTER'S PILLS
THE DIAMOND BRAND.
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold metallic boxes, sealed with blue ribbon. Take no other. Buy at Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS for 32 years known as Best, Safest, Always Reliable.
SOLD BY DRUGGISTS EVERYWHERE
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German-American Doctors, 366 Donner Avenue, Monessen.

German-American Doctors, 366 Donner Avenue, Monessen.

READ THE MAIL

The Newness of Our Styles
---the beauty of our models---the extra value of our garments, please every woman who comes to this store, shopping



You will find it time well spent to come here and inspect the many beautiful suits, coats and dresses we are showing.

Every garment has some special feature that distinguishes it from every other one.

In fact, you will find the most clever interpretations of the new season's styles grouped in a pleasing array at this store.

The values at each price will be sure to please you.

See Our Coats and Suits at
\$8.50, \$10.50, \$12.65

COLLINS

THE BIG STORE
517-19-21 Fallowfield Ave., Charleroi, Pa.

A. J. PANCOCK

Piano Tuning and Repairing
Call 115-L on Bell Phone, or at Woodward's Store, Charleroi, Pa.

Electric Signs Artistic Show Cards
S. B. McCORRY
SIGNS
813 Washington Ave., Charleroi
Bell Phone
Advertising Signs Fine Glass Signs

VOICE CULTURE

MRS. FLORA M. S. KING
of Pittsburg, E. E.
Breath Control, Breadth, Volume, Resonance, through Body Control. Diction and Style. Pupils prepared for Church and Concert.

WANTED TO BUY MILK

Any dairyman or farmer having milk to sell can find a buyer at T. Campana Milk Depot, 373 Schoonmaker avenue, Monessen, Pa. Call Bell Phone 227-R. O-9p

EVER READ ONE OF THOSE FUNNY CIRCULARS?

Full of errors and misprints?
Cheap printing!
We don't turn out that kind. Ours are well printed and reasonable in cost.

Letterheads, Billheads, Envelopes Too.

Stop That Leakage

Benjamin Franklin says, "Beware of little expense; a small leak will sink a ship."

If you will stop the all-dangerous leakage in your household transactions (the nickels and dimes that go for useless luxuries) and start a savings account with this bank, you'll soon find your domestic ship on the high sea of prosperity.

I only requires a dollar to get started in the right way - and then by adding a small portion of your salary each pay day, you will be surprised at the results.

BANK OF CHARLEROI

Charleroi, Pa.

The best place to buy bread, pies and cakes of all kinds is at
CALISTRI'S
Dealers in Ice Cream

T. U. Kinder
Cut Flowers
and Designs
Bell Phone 194-R 3

MRS. NEALER
365 Fallowfield Avenue
Manicuring, Shampooing, Hair Dressing and Weaving, Face and Scalp Massage, Chiropody

MISS BRADEN
PROFESSIONAL NURSE
401 Grant Ave., Charleroi, Pa.
Charleroi Phone 253-C.

FAVORS BONDS FOR GOOD ROADS

Judge Elkin's Address Before
Good Roads Convention

ADVOCATES "DOING IT NOW"

Has Been a Consistent Advocate of
Road Improvement for Twenty-
eight Years, and Deprecates Further
Delay — Urges Support of the
Amendment

Harrisburg, Sept. 1.—The address of Hon. John P. Elkin, of Indiana, was the feature of the Good Roads convention held in the hall of representatives today. Judge Elkin's remarks were frequently applauded. He said:

I address you on the question of good roads with the settled convictions of an old believer, rather than in the enthusiasm of a new convert. My interest in the agitation for an improved system of highways began with my first legislative experience in the session of 1887. It continued unabated during all the intervening years from that time to the present. At first the movement made slow progress and the outlook was not encouraging. It is not an easy task to break down the barriers of prejudice, nor to uproot a system of road making and maintenance, although primitive, antiquated and hopelessly inadequate which has been the common practice of the people for a century. The agitation was continued during the session of 1887 without any substantial results, but the leaven was working, so that the legislature in 1889 was flooded with bills having for their purpose the improvement of public roads. The movement had then assumed formidable proportions and it was necessary to do something to meet this demand of the people. Unfortunately for the success of the movement at that time, that was done which is so frequently done under like circumstances, the legislature provided for the appointment of a Commission with power to visit all parts of the state, take testimony, gather information and report two years later. All pending bills were referred to this Commission, which performed its mission by visiting many parts of the state, made a report negative and indefinite in character, and the whole subject was then dropped for several years. Then years elapsed after the report of that Commission before the agitation for good roads got under way again. I mention this to impress upon you the importance of acting now, when you have the opportunity of striking a forceful blow for good roads, and not to put it off to a more convenient season. If we had acted promptly in 1889, as we should have done, we would now be enjoying the benefits of a completed system of highways. We have the opportunity of doing now what we failed to do then. Shall we do it, or shall we wait ten, fifteen or twenty years longer? No one has given a single valid reason why there should be further delay. We have lost valuable time. On the question of good roads we slept at the switch for a hundred years. Recently there has been an awakening and the outlook for the future is full of promise. During the past ten years the foundation has been laid upon which to build a great system of public highways, and the last five years have witnessed enormous advances toward the accomplishment of the desired result. Let there be no step backward now. We must not falter when victory is in sight. To hesitate is to show weakness, and to fail to embrace the opportunity of placing Pennsylvania in the front of the forward movement for good roads would be a reproach to our people.

This is not a political question in any partisan sense. It matters not whether you are Republicans, Progressives, Democrats, Prohibitionists, or what your party affiliations may be, so far as the question of good roads is concerned. The citizens of the commonwealth are entitled to good roads without regard to their political faith. This is a movement in the interest of the masses of the people and should be so regarded. My understanding is that your associations are organized upon a non-partisan basis and include members of all political parties. This is as it should be. I consented to address the meeting because of my interest in the good roads movement when assured that your associations were acting in the interest of all classes of citizens, and were not engaged in a political campaign. It is refreshing in this era of acute political turmoil to have an issue which appeals to the best judgment of all the people without regard to party lines. The question of good roads presents such an issue and I commend your associations in presenting the question to the people on a non-partisan basis.

Why We Should Vote for the Loan.
If one were to ask any man or woman in the state, or any intelligent child, whether he or she favored good roads, there would be but one answer and that in the affirmative. It would be a stupid person indeed who would be willing to go on record as being opposed to good roads. Everybody wants good roads, and everybody says so, even those who oppose the loan. How are we going to get good roads? We know by the experience of centuries that Nature does not provide them. The Creator of the Universe did provide an inexhaustible supply of materials with which to make roads, but it costs money to transport the materials and fashion them into an enduring roadway. The practical question is, "Where is the commonwealth to get the money with which to construct and maintain the great system of public highways which has been charged upon her by recent legislation. The money must come either out of current revenues, or from loans. There are no other available sources from which to raise the funds necessary to do this work. It

is apparent to every one familiar with the subject that our current revenues are not sufficient to meet pressing requirements in other directions, and in addition thereto build and maintain eight or ten thousand miles of public highways. It is idle to say that this proposed system of state highways can be built out of current revenues, and at the same time expect the commonwealth to make large appropriations for maintenance and state aid work. It cannot be done and all such suggestions are delusive and misleading. The increasing demands upon state revenues in aid of our public schools, in maintaining our penal and eleemosynary institutions, in support of our worthy charities, in enforcing our pure food laws and laws for the protection of the health and lives of our people, and in caring for the immediate necessities of the state in many other directions, are so great as to preclude the possibility of setting aside out of current revenues, year by year, sufficient funds to construct a system of highways to the four corners of the commonwealth. The demands of the people as expressed by their representatives in the last legislature were so great as to require the Governor in the exercise of the veto power to reduce the total appropriations by millions of dollars in order that the state might not do the foolish thing of attempting to be generous beyond its ability to pay. If we undertake to construct the state highways out of current revenue, other worthy objects and institutions must necessarily suffer, and highway construction will be halting and piecemeal. If this method be pursued our hair will turn gray and our eyes grow dim while we wait for good roads in Pennsylvania. This is a big question and should be treated in a big way. Nothing is more disappointing and discouraging than to see a great undertaking treated in a small way. If we want good roads, as we say we do, we must pay for them, or at least provide in advance for raising the funds with which they can be paid for as constructed from time to time. No one wants the state to build a system of highways in patches, here a little and there a little, with no connected thoroughfares anywhere. This is not in keeping with the spirit and purpose of our people. It is not the spirit that has made Pennsylvania an empire in commercial and industrial affairs. In the development of our material wealth, we have stood in the front rank of accomplishment, and our people have a pardonable pride in this record of achievement. Why should we lag behind in road building, which is the basis of all true progress? If this system of highways cannot be constructed out of current revenues, what remains to be done? The answer is simple. Then loan. Shall we have the authority to make it?

Must Decide in November.
The qualified electors must decide this question at the polls in November. No more important question has been presented for the consideration of our people since the Civil War. If we want our state to hold her proud position in the sisterhood of states, we must keep pace with the forward movement for good roads which is now nation-wide. I would like to see Pennsylvania not only keep pace with other states in the march of progress toward good roads, but set the pace for all others. If we are true to our standards and traditions we will lead the way by establishing a great system of state highways, and not be blind followers along the beaten paths of the old mud roads.

Someone asked me the other day why it was necessary to amend the constitution in order to obtain the authority to make a loan to build highways. Let me answer this inquiry. The framers of our organic law wrote into it the following provision: "No debt shall be created by or on behalf of the state, except to supply casual deficiencies in revenue, repel invasion, suppress insurrection, defend the state in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed in the aggregate at any one time, one million dollars."

This is a limitation on legislative power and cannot be disregarded. A loan of fifty million dollars to build a system of highways creates a debt, and it is not a debt to repel invasion, or suppress insurrection, or defend the state in war, or to supply deficiencies in revenue. Hence it comes within the prohibition of the constitution as it now stands. The legislature has no power to authorize such a loan to be made unless the people deem it wise to amend the constitution so that proper legislation can be enacted. Two successive legislatures have voted affirmatively on a joint resolution to submit the amendment to a vote of the people. It is now for the voters to say the final word by their ballots at the election. If the loan is carried at the election in November, or rather if the amendment be adopted, it will sound the death knell of bad roads in our state, and will mark the beginning of road improvement to the remotest sections of the commonwealth. This is a consummation so devoutly to be wished that it is difficult to understand why anyone should oppose it. One would naturally think that when the state is willing to assume the burden of making and maintaining eight or ten thousand miles of roads which have heretofore been maintained by the townships, and thus relieve the localities from taxation to this extent, that the local people would hail such a policy with delight. And yet in many instances this is not the case. I hear opposition now and then from quarters least expected. It seems to me the opposition must be the result of misapprehension or misunderstanding. In the hope of getting the question before the people on its merits, and at the risk of being considered tedious, I shall endeavor to some of the objections made to the loan, and to some of the reasons given for opposing it.

Objections and Answers to Same.
1. It is objected by those not in accord with the present administration that they do not want the authorities now in control to expend the money. It is not too much to say that no administration will be entirely free from criticism of this character. The time has not yet arrived in the conduct of governmental affairs

when men will not find fault, and no administration can escape criticism no matter how good its intentions, or wholesome its policies. Some administration must be in power when the highways are constructed and it is too much to expect this great work to be accomplished without criticism. Indeed it is safe to say that administrations will come and go several times before the loan is exhausted and the work be finally completed. In the natural course of events the present administration will have nothing to do with the expenditure of the money raised by the bond issue. If the loan be authorized by the qualified electors at the polls in November, it will require legislation to put it in force. The next legislature does not convene until 1915, and then a new administration will be inaugurated. It will therefore be seen that the present administration will not be in position to expend a single dollar raised by the proposed loan. This should be a complete answer to the objection thus made. I mention this not for the purpose of criticizing the present administration, as no such thought is in my mind, but as an answer to those who put their opposition to the loan on a false ground.

2. Again, it is suggested in some quarters that the loan will increase taxes on farms and other real estate. Nothing could be further from the truth. The burden of local taxation for road improvement and maintenance. Why do I say so? Let me answer. When the state takes over eight or ten thousand miles of township roads and makes them state highways, the townships will be relieved from the burden of maintaining them, and this will necessarily reduce local taxation for road purposes. In other words the state will bear the burden of maintaining roads which was formerly borne by the townships. But some one says this will increase state taxes and the effect will be the same. This is likewise a fallacy. Farms and other real estate have not paid state taxes since 1866. There is no intention of taxing real estate for state purposes now. State roads will be maintained out of state revenues, and state revenues are largely derived from the taxation of the capital stock of corporations, corporate taxes upon those enjoying special privileges. A great system of public highways maintained by the state will benefit the farmers more than any other class of people, and they will pay nothing toward the cost of that maintenance. This is one time when the farmers stand to receive a very great benefit, while the corporations and those who enjoy what have been termed special privileges pay the bills. Recently there has been much discussion about how to keep the boys on the farm. "Back to the farm" is a favorite theme with magazine and other public writers of the present day. I can think of no better way of taking people back to the farm than to provide them good roads to get there. Good roads will largely solve this problem. Boys who have spent their young lives in struggling over the mud roads of the rural districts do not become enthusiastic when asked to return to such conditions. Give them good roads and a very different story might be told. It is not only the pleasure and convenience of the farmers that should be considered, but good roads add value to every farm they touch. Good roads mean easy access to markets, cheaper transportation, greater facilities in handling farm products, and substantial increases in farm values. It is my firm conviction that from twenty-five to fifty per cent will be added to farm values in Pennsylvania, and in many instances a much greater increase, when the state is gridironed with a great system of public highways such as is now contemplated. What valid reasons can the intelligent farmer give for opposing this loan which means more to him than anyone else, and costs him nothing. He will answer this question by his vote at the polls.

Macadam a Practical Question.
3. Another objection is that macadam is not the right kind of road to make, is too expensive, and does not stand the wear and tear of modern travel. Upon this question I cannot speak as one with expert knowledge, but frankness compels me to say that unless some method is discovered for keeping the top dressings of these roads in place as a binder they will prove a failure. This is a practical question and one which must be met and answered in a way satisfactory to the people, but because there is difficulty in this direction is no reason why the good roads movement should be defeated. If macadam does not answer the purpose, let us have brick, shale, or some other kind of good road construction. What we want is good roads and we want to get them worth the money. No matter what system of road making we may adopt, it will require a large expenditure of money to improve and rebuild the system of highways which the state has taken over. The legislature acting for the people has placed a heavy burden on the state. It is a new undertaking and one which will involve the expenditure of large sums of money. These old township roads must be graded, widened, straightened, drained, surfaced, bridged and put in condition for travel. The last legislature added many additional routes to those specified in the act of 1911. This means that nine or ten thousand miles of public roads must be improved, rebuilt and maintained by the state. Where is the money to come from? The legislature did not provide it. The maintenance alone of this system of highways will severely tax the current revenues of the state. How are they to be improved and rebuilt in the first instance?

Only One Answer.
There is only one answer and that is, the loan. How do you expect the state to do all this work if you fail to provide the money with which to pay for it. The state cannot work miracles. It cannot say, "Let there be good roads, and there will be good roads. Good roads cost money and represent labor and materials. We cannot have them unless we pay for them. By your votes on the loan will be determined whether the state is to build a great system

of highways, and when this question has been decided, the legislature can say what kind of roads shall be built when the bond issue is authorized. In this connection it is proper to remark that even if the amendment be adopted, it does not mean that the loan is immediately authorized. A simple proposition is submitted to a vote of the people in the form of a joint resolution. It is:

"That the General Assembly, irrespective of any debt, may authorize the State to issue bonds to the amount of fifty millions of dollars for the purpose of improving and rebuilding the highways of the Commonwealth."

You will notice that this simply gives the legislature the power to act. In the end the General Assembly must say whether the bond issue shall be made, in what amount the loans are to be negotiated, and how much money shall be expended each year during the progress of the work. These are legislative details and have no proper place in the discussion of the merits of the loan itself. It should be observed that the loan is to be used "for the purpose of improving and rebuilding the highways," and not for the purpose of maintaining them after they have been improved and rebuilt. They must be maintained out of current revenues, and this alone will impose a sufficient burden on the state. One thing is certain, and that is, we cannot improve and maintain this great system of highways out of current revenues, no matter what kind of road construction may be adopted. We need the loan in any event if good roads are to be provided for the convenience of the people of the commonwealth. If you do not want macadam, instruct your members of the next legislature what kind of roads you desire, and thus this disputed question can be decided by legislative enactment. But do not strike a vital blow at the whole project because you may not favor a particular kind of road.

Good Roads for Boroughs.
4. The small boroughs complain on the ground that thus far they have not been benefited by road legislation, and in my opinion this complaint is well founded. Most of the small boroughs are without paved streets and are not financially able to pave them. The result is that these streets are maintained in about the same way as township roads, and in many instances they are not kept in as good repair as township roads. When the state takes over a township road which runs through a borough of this class, there is every reason why the highway should include the borough street, and no good reason why it should not. When the state highway stops at the borough line, it leaves a piece of bad road and makes the construction look like patchwork. This should not be and steps have already been taken to provide against such contingencies. The legislature should provide by law for these conditions. The highway commissioner should be clothed with power to deal with borough authorities in a just and equitable manner in cases of this character so that the boroughs, as well as travelers on the public highways, may have the benefit of good roads without casting upon them burdens heavier than they can bear. If these matters have not already been provided for they will be. This is a legislative question and should be taken up and acted on promptly. When the loan is authorized by the legislature, details of this character can be considered and a law passed to protect small boroughs. This should be done and no doubt will be.

Competitive Bids Advisable.
5. It is further objected that the authorities now in charge of state highway work in some instances have awarded contracts on a percentage basis without competitive bidding. It is charged that these contracts were given to favored contractors and were intended to serve personal or political ends. As to the merits of these charges I have no knowledge and am therefore not in position to either approve or condemn what was done. I assume that the public officials acted in good faith and did what they believed to be proper under the circumstances. In private business affairs contracts are frequently let in this way, and no doubt this may have been deemed a sufficient warrant for pursuing the same method in awarding the contracts which have given rise to this criticism. Candor, however, compels me to say that in my opinion this was a mistake of judgment. Individuals and private corporations can make their contracts to best suit their own purposes and to most quickly and expeditiously accomplish a desired result. Not so with the public. All public contracts should be awarded upon a competitive basis after due public advertisement. The bidding should be in the open and each bidder should have ready access to the plans and specifications. Any other method will provoke criticism, and give rise to the suggestion of ulterior motives, all of which should be avoided in awarding public contracts. It is but fair to say that so far as my information goes nearly all the contracts for state highway construction have been let in this way. This has been the general rule followed by the department and those let upon the percentage basis the exception. This criticism can all be avoided by making the general rule universal and in not awarding any contracts on the percentage basis. It is not a question of good intentions, or of motives, but of a wise public policy. The expenditure of public moneys should always be safeguarded, and contracts should be awarded in such manner as to insure real competitive bidding. The public have a right to insist upon receiving a dollar in value for every dollar expended, and the law should be so framed as to insure this result as nearly as it can be made possible by competition in bidding. Let the next legislature say how the money derived from the bond issue shall be expended, and how the contracts shall be awarded. No doubt the present administration will join heartily in favoring such a law. When this is done there will be no further room for just criticism in this respect.

Is It Worth the Cost?
Is it worth while for Pennsylvania to assume the burden of making and improving a great system of highways? Will it pay? My answer is, yes, a thousand times yes. It is cur-



GOOD ROADS AND PROSPERITY

rently reported that the Pennsylvania Railroad Company, a single corporation created under the authority of our laws, expended upwards of one hundred and fifty million dollars to obtain a direct entrance into and get a terminal in the city of New York. This is three times as much money as is now asked to give our eight millions of people adequate transportation facilities at their homes and firesides by an improved system of state highways. Why should we hesitate? Our state is free from debt, our resources unlimited; our wealth growing by leaps and bounds; our ability to do big things in big ways recognized, and our state pride deeply rooted. We do everything else on a large scale why not deal with the highway question in the same comprehensive way. There never was a better time than now. The people demand good roads, the state authorities are willing, the machinery for road building is ready, and all that is needed is the authority to provide the money. Pennsylvania is too great a state to allow her sons and daughters to be hauled over the mud roads of a century ago, and yet in many sections these primitive roads still exist.

Excels by Europe.
A few years ago the speaker traveled through Ireland, Scotland, England, Germany, France, Denmark, Holland, Switzerland, and other European countries, and found good roads everywhere. I realized then as never before what good roads mean to the people, and it caused me keen regret to be compelled to acknowledge our own shortcomings in this respect. We are excelled by all European countries in the maintenance of highways. Certainly this is not to our credit. Is it not about time to wake up and give the people roads as good at least as those of any other state or country? No nation is greater or stronger than the roads she builds. Civilization is a road-maker, and the progress of a nation, or state, or community, may be measured by the kind of roads maintained by the people who reside there. The winding path may answer the needs of those who are content to dwell in the jungle, but twentieth century civilization demands improved highways as channels of commerce and the natural arteries of social and economic life. It is not a far cry from the trail of the North American Indian to the building of a great National Highway, spanning the continent and connecting the Atlantic and Pacific oceans, and yet when the history of this evolution in road-making is finally written, as it will be within your life-time and mine, the story will be told of the building of a powerful nation out of a wilderness, and the record will be made of the highest achievements of the human race throughout all the generations of men.

Necessity of Good Roads Recognized.
All great nations have been quick to recognize the necessity of building good roads. Appius Claudius conceived the idea of building a public highway from Rome to Brundisium, and this historic road, the Appian Way, added glory to the Roman Empire when it comprised the fairest part of the earth and the most civilized portion of mankind. The Alps stood like an insurmountable barrier between Napoleon and the fair fields of Italy. But the builder of empires did not hesitate. Under the direction of skillful engineers backed by the willing hands of thirty thousand Frenchmen he chiseled a road through the rock ledges of the Simplon Pass over which his conquering armies subsequently marched to victory. For more than a hundred years this road has stood as a monument to his genius and greatness. Would that Pennsylvania had a Napoleon to batter down the moss-grown walls of prejudice, and give our people a system of public highways commensurate with the dignity and grandeur of a great commonwealth. Napoleon used his roads to transport the spoils of war, but we want ours to cultivate the arts of peace. Civilization and good roads are hand-maidens. They keep pace together in the march of progress. They measure the advancement made by the human family in achievement. A thousand years before the dawn of Christian civilization the demand of the Philistine King speaker traveled through Ireland, was. Whether have you made a road today? David, who for a time dwelt in that land, answered and said: "Against the south of Judah, and against the south of the Jerahmeelites, and against the south of the Kenites. True the road making of those days was primitive and crude, but this incident, recorded in the Book of Samuel, shows that road making was demanded by the constituted authorities even in that remote period of antiquity. Advancing civilization demands better highways and will not be content with the roads of former generations. It is high time for Pennsylvania to arouse from her slumbers and give her people the kind of roads they deserve. They are entitled to the best, and will have the best, if the voters do their duty at the polls.

Do It Now!
Why do it now? Again let me answer. Because we have failed to do it before, and now is the time to begin to do what we should have done long ago. On the question of road making we have done those things which we should not have done, and

left undone the things we should have done. For a hundred years road making in the rural districts of Pennsylvania consisted in plowing the mud and dirt out of the ditches in the spring time and shoveling it into the center of the highways to be washed into the ditches again by the first rain and plowed out the

way was repaired by filling it with loose stones which resulted in making two mud holes instead of one. This was the old township supervisor system when road taxes were "worked out." Under such a system a thousand years would not give us good roads. We want good roads now, and fifty or a hundred years hence. This is the time for demanding action. Again, the money provided by the loan will be expended in all parts of the commonwealth, and this will give employment to the farmers and laborers in the localities where the roads are being improved. Teams must be hired, men employed, and materials obtained at points near the place where the work is done. This means a substantial benefit to the people while the work is in progress. Why not reap that benefit now? If you fail to do it now, several years must necessarily elapse before you can have an opportunity of doing it again. Our constitution provides as follows:

"No amendment or amendments shall be submitted oftener than once in five years."

This means if the amendment empowering the legislature to authorize a bond issue for improving and rebuilding our highways is defeated this year, it will be five years at least before another amendment of the same character can be submitted. Add to this two years necessary for legislative action before the question can be submitted to a vote, and it will be seen that seven years will be lost before our state will again be in position to go ahead with road improvement on the scale now contemplated. Does anyone seriously want such a situation to arise? Can any good result from the delay? We will be no better prepared seven years hence than now. This is the time for action, and we will never have a better opportunity to strike a decisive blow for good roads. Let us embrace it. A most estimable gentleman in the city of Philadelphia said to me a few years ago that he had spent a very pleasant summer in Europe, falling in love with his daughter, who was his traveling companion. What delightful summers the people could spend traveling over our wooded hills and beautiful mountains, and through our rich valleys and fertile fields, falling in love with Pennsylvania, if we had good roads to add charm to such a courtship. Pennsylvania is a little empire, but we are not aware of the real greatness of our possessions, nor will we fully appreciate the intelligence, thrift and capacity of our people, until our highways are improved so as to afford easy access to every part of the commonwealth.

Before concluding my remarks let me congratulate the Motor Federation and the Good Roads Association under whose auspices this meeting is held for their unselfish interest in this great cause. This is a movement in the interest of all the people, and while it may be misrepresented or misunderstood, time will bring its reward, and sooner or later a grateful people will give thanks for the blessings vouchsafed to them by reason of the benefits, conveniences and comforts resulting from the building and maintenance of a great system of state highways. This is the time for all public spirited and loyal Pennsylvanians to enlist in the war against bad roads, and to become soldiers in the ranks of the forward movement for improved highways.

WHY HE IS FOR GOOD ROADS.

"I am a cabbage grower," said Frank Terrace, addressing a good roads convention at Tacoma, Washington. "I haul my produce to the sauerkraut factory at South Seattle. The road over which I travel was built I had to get up at 4:00 o'clock in the morning to start on my journey. The limit of the load I could haul with a team of 1,800-pound horses was 2,500 pounds and after visiting the factory I would arrive back at my home late in the evening; but look at the difference now that a permanent hard surface has been laid down! I start on my trip about 8:00 o'clock and need only a team weighing 1,400 pounds to haul a load of 5,000 pounds of cabbage, which is double my previous capacity. And best of all, I find on my return to the house early in the afternoon that I have finished the day's work without the horses having turned a hair."

Whenever a farmer becomes the owner of an automobile he is immediately transformed into a good roads booster, and is willing to get a shovel, if necessary, and go out and go to work instead of going after a hammer and knocking as he used to do.

Money makes the mark go, but it can be coaxed just as well with a shovel. Highway building is a level highway, whether it be a level of highway or a level of a man's mind.

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